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## The Dog Mines of Muskingum County.

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NELSONVILLE, OHIO, June 3d, 1890.

*To the Ohio Institute of Mining Engineers :*

In visiting the mines in the different counties throughout the State, one sees many interesting attractions, especially in the hauling of coal. Different kinds of machinery have been introduced of late years for mining and hauling.

The locomotive was the first steam power introduced for hauling, and in many mines is still used very successfully, but we consider it surpassed by the stationary power and rope system. The electric motor has some advantages over the locomotive, if nothing more than the absence of smoke, which often fills the mine and stifles those who come in contact with it. The late improvements are largely adopted in Perry County, more so than in any other county in the Third District. The system of hauling in Athens County is principally mule and horse power, with the exception of Carbondale and New Pittsburgh. At these places, the former has a tail-rope system, by which the coal is hauled from three separate openings. The latter place, an endless rope.

Muskingum County, the topic of this paper, has about 40 mines, but no late improvements for hauling coal. The Harris

cutting machine is used in one mine only, Mr. Ebon Harper's three foot, near Zanesville. Their system of hauling is none the less attractive than the methods in the larger mines of the other counties. Although it is probably fifty years old, as a rule, the mines are very small, a large majority of them being in the thin seam, from 5 to 18 men are employed, with the exception of Princess mine and three situated at Romine station. The former employs as high as 100 miners, the latter from 10 to 40.

The coal is hauled by horses from these mines, while in the smaller mines it is hauled by dogs. This system is as attractive as any other method introduced, although a very slow process for producing coal, and from what I have seen, I consider it cruel. It does not appear to me that dogs were ever intended to work in coal mines, if in harness at all, where they are expected to pull a heavy load, for this reason, their feet are too tender to stand the rough roads, especially in coal mines where they are filled with slack. I notice they often step very light and careful as though they suffered *pain*. The dog appears to be easily trained to this work, and when he is properly fed and taken care of, they can pull a very good load, about half as much as a man can push. They are used to prevent taking down roof to admit mules, as the seams of coal are low, running in thickness from 3 to 4 feet. The Blue Rock mine employs 18 miners, and 30 dogs. The coal is hauled several hundred yards, and half the distance is up a steep grade. The miners get ten cents extra, per ton, for delivering the coal to the hoppers. It is as interesting to see this train of dogs coming out of the mine as it is to see the motor or the locomotive, though not as profitable. Nearly every man has two dogs in this mine, and they bring a car that holds about 10 bushels, the dogs in front pulling, and the miner behind pushing. The coal is four feet and two inches thick, and by taking down eight or ten inches of roof, mules could be admitted, and the operation of the mine be more successful. In reference to the dogs in the mines, we find them generally good natured; they will always notice a stranger, and if spoken to, will respond by a wag of the tail. With few exceptions they show signs of bad treatment, as they are poor and appear to be hungry. I don't think the men take any food to the mines for their dogs, as I have been there at noon and never saw one get his dinner, or more than a crust of bread. A dog's board is 50 cents per week, and his harness \$2.50 when made by a harness maker, and are kept in the shops at Zanesville. I find the dog very convenient when inspecting these low mines, as one of ordinary size can pull a light car and a man through the mine

very rapidly if the track is in good shape, but if the pull gets a little hard, he will stop and bark or whine; in this case, when pulling a loaded car, they are badly used by the miner. The dog is tricky and will play off when an opportunity presents itself. When in front of the car where he cannot be seen by the man behind who is pushing, I have noticed the dog with his head down panting and pretending to pull very hard when his traces would be slack; of course their feet get very sore, and by this way of shirking they save themselves and suffer less pain, and you can't blame the dog.

J. W. HAUGHEE.

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One of the most practical papers, and one which seemed to meet with the most hearty approval by the members of the Institute was next read by Mr. Roger Ashton of Bellaire, Ohio, on Mine Accidents. Many of the members spoke of the paper in high terms and a vote of thanks was tendered Mr. Ashton for his paper.

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